1.	VESSEL DESCRIPTION			
1.1	Date updated:		Nov 10, 2014	
1.2	Vessel's name:		Eagle Stealth	
1.3	IMO number:		9235000	
1.4	Vessel's previous name(s) and date(s) of change:		Nord Stealth (Feb 09, 2007)	
1.5	Date delivered:		Dec 11, 2001	
1.6	Builder (where built):		Sumitomo Heavy Industries	
1.7	Flag:		Marshall Island	
1.8	Port of Registry:		Majuro	
1.9	Call sign:		V7LV5	
1.10	Vessel's satcom phone number:		FBB150 : +870-773-177-283; FBB500 : +870-773-177-723	
	Vessel's fax number:		+870-783-178-544	
	Vessel's telex number:		453 832 421	
	Vessel's email address:		eagle.stealth@aet-tankers.com	
1.11	Type of vessel:		Oil Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Det Norske Veritas	
1.14	Class notation:		DNV +1A1, Tanker for oil, ESP, SPM, E0, LCS(SI), VCS-2	
1.15	If Classification society changed, name of previous society:		N/A	
1.16	If Classification society changed, date of change:		Not Applicable	
1.17	IMO type, if applicable:		N/A	
1.18	Does the vessel have ice class? If yes, state what level:		No, NA	
1.19	Date / place of last dry-dock:		Nov 16, 2011	Guangzhou, China
1.20	Date next dry dock due		Dec 31, 2014	
1.21	Date of last special survey / next survey due:		Nov 16, 2011	Dec 31, 2016
1.22	Date of last annual survey:		Feb 12, 2014	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?		N/A Not Applicable	
Dimensions				
1.25	Length Over All (LOA):			239 Metres
1.26	Length Between Perpendiculars (LBP):			229 Metres
1.27	Extreme breadth (Beam):			42.034 Metres
1.28	Moulded depth:			21.30 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		49.52 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		117.40 Metres	121.60 Metres
1.31	Distance bridge front to center of manifold:			85.90 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	54 Metres	60.80 Metres	60.80 Metres
	Aft to mid-point manifold:	38.80 Metres	45.60 Metres	62.80 Metres
	Parallel body length:	92.80 Metres	106.40 Metres	123.60 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		340 Millimetres	89.24 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		47.26 Metres	0 Metres
	Normal ballast:		43 Metres	0 Metres
	At loaded summer deadweight:		34.64 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		32,059	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		56,346	44,590
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		58,376.19	52,459.27

1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.468 Metres	14.88 Metres	105,322 Metric Tonnes	121,482 Metric Tonnes
	Winter:	6.777 Metres	14.571 Metres	102,568 Metric Tonnes	118,728 Metric Tonnes
	Tropical:	6.159 Metres	15.189 Metres	108,086 Metric Tonnes	124,246 Metric Tonnes
	Lightship:	19.088 Metres	2.26 Metres		16,160 Metric Tonnes
	Normal Ballast Condition:	14.348 Metres	7.00 Metres	37,642 Metric Tonnes	47,143 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			105,322 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			Oil Trade Navigation 147/1 St. Lucia, Valetta, Malta Tel: +30 16250001 / 62528 Fax: +30 16250018 / 62528 Telex: 214027 STLH GR Email: aet-ops@aet-tankers.com	
1.43	Technical operator - Full style:			AET Shipmanagement (Singapore) Pte Ltd 1,Harbourfront Avenue,#11-02 Keppel Bay Tower,Singapore 098632 Tel: +65 61002288 Fax: +65 63451133 Telex: Not Applicable Email: globalva@aet-tankers.com Web: www.aet-tankers.com Company IMO#: 5034289	
1.44	Commercial operator - Full style:			AET INC. LIMITED 1900 West Loop South, Suite 920, Houston, TX 77027 Tel: +1-832-615-2000 Fax: +1-713-622-2256 Telex: Not Applicable Email: aet-ops@aet-tankers.com Web: www.aet-tankers.com	
1.45	Disponent owner - Full style:			AET Inc. Limited 1900 West Loop South, Suite 920, Houston TX 77027 USA Tel: +1 832 615 2000 Fax: +1 713 622 2256 Telex: N/A Email: aet-ops@aet-tankers.com Web: www.aet-tankers.com	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jan 05, 2012	Feb 12, 2014	Dec 31, 2016
2.2	Safety Radio Certificate:	Jan 05, 2012	Feb 05, 2014	Dec 31, 2016
2.3	Safety Construction Certificate:	Jan 05, 2012	Feb 05, 2014	Dec 31, 2016
2.4	Loadline Certificate:	Jan 05, 2012	Feb 05, 2014	Dec 31, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 05, 2012	Feb 05, 2014	Dec 31, 2016
2.6	Safety Management Certificate (SMC):	Apr 24, 2012	Not Applicable	Jun 22, 2017
2.7	Document of Compliance (DOC):	Jun 24, 2013	Not Applicable	Jul 01, 2018
2.8	USCG (specify: COC, LOC or COI): COC	Sep 08, 2014	Sep 08, 2014	Sep 08, 2016
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2015		Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage	Feb 20, 2014		Feb 20, 2015

	Convention Certificate (CLBC):			
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jan 30, 2016		Jan 30, 2016
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jan 05, 2012	Feb 12, 2014	Dec 31, 2016
2.15	International Ship Security Certificate (ISSC):	Apr 24, 2012	Not Applicable	Jun 22, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jan 05, 2012		Dec 31, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 05, 2012	Feb 05, 2014	Dec 31, 2016
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	

3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	Indian
3.2	Nationality of Officers:	Malaysian, Chinese, Indian, Bangladeshi, Filipino, Ukrainian
3.3	Nationality of Crew:	Indian, Filipino, Malaysian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: AET Shipmanagement (Singapore) PTE LTD 1 Harbourfront Avenue,#11-02 Keppel Bay Tower,Singapore 098632 Tel: +65 61002288 Fax: +65 63451133 Telex: RS 21055 AET Email: ShipManagementHRSeaSingapore@aet-tankers.com Web: www.aet-tankers.com Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable Web: www.eaglestar.com.ph
3.5	What is the common working language onboard:	English
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing

5.	**FOR USA CALLS**	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual (QI) - Full style:	Dave Barry Gallagher Marine Systems 200 Century Parkway, suite d Mount Laurel, NJ 08054 Tel: 1-703-683-4700 Fax: 1-856-642-3945 Email: info@chgms.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corporation 220 Spring St, Suite 500, Herndon, VA 20170

		Tel: +1-703-326-5617 Fax: +1-703-326-5660
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

6.	CARGO AND BALLAST HANDLING			
Double Hull Vessels				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:		Yes	
6.2	If Yes, is bulkhead solid or perforated:		Solid	
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):		Seg#1: 37220 m3 (1W, 4W, SLOP (P & S)) Seg#2: 41664 m3 (2W, 5W) Seg#3: 40362. m3 (3w, 6w)	
6.4	Total cubic capacity (98%, excluding slop tanks):		115,572 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		4,311.80 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):		SBT	
SBT Vessels				
6.8	What is total capacity of SBT?		38,508 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		36.56 %	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		Yes	
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		3	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		4,000 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		11,850 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		No	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	3000 M3/HR
	Stripping:	1	Reciprocating	300 Cu. Metres/Hour
	Eductors:	1	Positive Displacment	500 Cu. Metres/Hour
	Ballast:	1	Centrifugal	3,000 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		3	
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		Yes	
6.18	Can tank innage / ullage be read from the CCR:		Yes	
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes	
6.20	What type of fixed closed tank gauging system is fitted:		N/A	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		YES ALL TANKS	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	400 Millimetres
Venting				
6.24	State what type of venting system is fitted:		P/V valves	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations		Yes	

	for Oil Tanker Manifolds and Associated Equipment':		
6.26	What is the number of cargo connections per side:	3	
6.27	What is the size of cargo connections:		500 Millimetres
6.28	What is the material of the manifold:	Mild Steel	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:		2,500 Millimetres
6.30	Distance ships rail to manifold:		4,600 Millimetres
6.31	Distance manifold to ships side:		4,600 Millimetres
6.32	Top of rail to center of manifold:		700 Millimetres
6.33	Distance main deck to center of manifold:		1,900 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	15.95 Metres	8.32 Metres
6.35	Number / size reducers:	9 x 500/400mm (20/16") 3 x 500/300mm (20/12") 3 x 500/250mm (20/10") 3 x 500/200mm (20/8")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
Cargo Heating			
6.38	Type of cargo heating system?	Steam	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Yorkalbro	
6.41	Maximum temperature cargo can be loaded/maintained:	74.0 °C / 165.2 °F	60 °C / 140 °F

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Tar Epoxy	Top and bottom and 2 mtr down/up
	Ballast tanks:	Yes	Epoxy	Fully coated
	Slop tanks:	Yes	Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:		Zinc	

7.	**INERT GAS AND CRUDE OIL WASHING**	
7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	38 Millimetres	Galvanized steel	250 Metres	85 Metric Tonnes
	Main deck fwd:	2	38 Millimetres	Galvanized steel	250 Metres	85 Metric Tonnes
	Main deck aft:	2	38 Millimetres	Galvanized steel	250 Metres	85 Metric Tonnes
	Poop deck:	6	38 Millimetres	Galvanized steel	250 Metres	85 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	64 Millimetres	Nylon multifilament	11 Metres	120 Metric Tonnes
	Main deck fwd:	2	64 Millimetres	Nylon multifilament	11 Metres	120 Metric Tonnes
	Main deck aft:	2	64 Millimetres	Nylon multifilament	11 Metres	120 Metric Tonnes
	Poop deck:	6	64 Millimetres	Nylon multifilament	11 Metres	120 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 Millimetres	Euroflex	220 Metres	79 Metric Tonnes

	Main deck fwd:	1	60 Millimetres	Bexcoflex	220 Metres	82 Metric Tonnes
	Main deck aft:	1	60 Millimetres	Bexcoflex	220 Metres	82 Metric Tonnes
	Poop deck:	2	64 Millimetres	Bexco 099	220 Metres	75 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	51 Metric Tonnes
	Main deck fwd:			2	Double Drums	51 Metric Tonnes
	Main deck aft:			1	Double Drums	51 Metric Tonnes
	Poop deck:			3	Double Drums	51 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				2	73 Metric Tonnes
	Main deck fwd:				6	73 Metric Tonnes
	Main deck aft:				4	73 Metric Tonnes
	Poop deck:				2	73 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				8	65 Metric Tonnes
	Main deck fwd:				14	65 Metric Tonnes
	Main deck aft:				8	65 Metric Tonnes
	Poop deck:				11	65 Metric Tonnes

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	KETA-40F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	SWR4000	200 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	13	
8.11	Number of shackles on starboard cable:	13	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	250 Metric Tonnes	450x600
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		250 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	0 bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	0 bhp	0 Kilowatt
Single Point Mooring (SPM) Equipment			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	Tongue type	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		2,700 Millimetres
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes, Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		2.80 Metres
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	

9.	**MISCELLANEOUS**	
Engine Room		
9.1	What type of fuel is used for main propulsion?	IFO380
9.2	What type of fuel is used in the generating plant?	IFO 380

9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3,019.80 Cu. Metres	308.50 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	BRITANNIA 20 St Thomas Street London SE1 9 RR UNITED KINGDOM Tel: +44 (0) 20 7407 3588 Fax: +44(0)20 7403 3942 Email: www.britanniapandi.com	
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Sep 08, 2014 / Lake Charles, LA by USCG	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	n/a	
Recent Operational History			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, Not Applicable Grounding: No , NIL Serious casualty: No , NIL Collision: No , NIL	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	NHC/Nederland-Come By Chance Arab Medium/GOLA-Port Neches Zuata/SabineLZ-Nederland	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Apr 16, 2014 / Texas City, TX, USA	
9.13	Date/Place of last CDI Inspection:	N/A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	TESORO, SUNOCO, SHELL, PHILLIPS 66, KOCH SHIPPING & PETRON	

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